

# NEVADA SLEEPING; BOOST FOR MIDLAND TRAIL-LINCOLN ROUTE

By G. S. HOAG  
of the Lincoln Highway Association.  
The federal highway act requires  
each state of the union to designate  
certain of their roads, not exceed-  
ing 7 per cent, on which they wish

to receive federal aid. The bureau of public  
roads asked that such nominations  
be made by January 31 so that the  
bureau might consider them and  
make such decisions as were neces-  
sary to comply with the new law.

These nominations, as far as they  
affect the welfare of the states west  
of the Rockies, are made. What  
all interested in the road question  
now want to know is: How do they  
correlate and what will be the ef-  
fect of the program advocated?

This is not a temporary proposi-  
tion. Under the law, once a system  
has been approved, there can be  
no deviation nor additional pro-  
jects undertaken until the originally  
planned construction has been com-  
pleted. Probably that means from  
six to 10 years. Therefore it be-  
hooves the people, who after all  
pay the bills, to carefully examine  
these designations.

The "primary" system, the federal  
bureau tells us, is going to be just  
what its name implies. It must be  
interstate, it must correlate the sec-

ondary roads, it will be of first im-  
portance for construction and its  
specifications are the most rigid. The  
primary system will be our real na-  
tional highways.

The law specifies that the second-  
ary roads need be only inter-county,  
hence not only need they not con-  
nect interstate, but they are not  
even required to reach state borders.

Utah is the Gateway.

The gateway to all of Nevada and  
to central and northern California  
is through Utah, and almost 100 per  
cent of Utah travel passes through  
Salt Lake City. As Utah is the  
most insistent of any of the western  
states that the program it has out-  
lined be adopted, let us see what the  
program is, what its effects will be  
and what is the reason its propo-  
nents are so uncompromising.

Utah's primary routes radiate from  
its capital. They form just two  
trans-state roads. One comprises the  
Yellowstone Park and Zion Park  
highways running from north to  
south, the other is the Lincoln  
highway, from the east, and the Vic-  
tory Highway to the west.

Utah was the first of the western  
states to name her system and she  
gave her choice with publicity; par-  
ticularly did she specify she would  
insist on the Victory Highway for  
her western outlet.

So Utah practically laid out Ne-  
vada's system, and what did she  
give Nevada? After Nevada had  
made her "Hobson's choice" she had  
just enough primary allotment left  
to again carry out Utah's program,  
connect Utah's other primary road  
to southern California via Las Vegas.

What will be the effect should this  
program be carried out? The cross-  
country motorist must decide at Salt  
Lake whether he shall go to San  
Francisco or Los Angeles. The Utah  
State Automobile association, located  
in Salt Lake City, keeps very ac-  
curate records of motor travel. Its  
secretary, W. D. Rishel, recently  
wrote a letter to James O'Brien,  
president of the Victory Highway as-  
sociation. This letter was published  
in the Sacramento papers November  
14. In this Mr. Rishel stated that  
normally California travel wishes to  
go to San Francisco, but that during  
1920 he was "obliged to advise" this  
travel to go to southern California,  
and as the result 6000 went to San  
Francisco and 25,000 to Los Angeles.  
Neither road was really good, but  
there was practically no difference  
in their relative conditions. What  
was the real reason of this diver-  
sion?

Utah Opposing California.  
Utah claims to have the greatest  
scenic wonders of the world in Co-  
dard Breaks, Bryce Canyon and Zion  
Canyon, all in southern Utah, to  
which she adds the Kaibab forest and  
the north rim of the Grand Canyon,  
just across the line, in Arizona.

Now do you get the picture? If  
Utah can force tourist travel to  
her playgrounds she will add im-  
mensely to her revenues by keeping  
the traveler longer in her boundar-  
ies. If said traveler wishes to reach  
California he can do so by traversing  
the Mojave desert for 450 miles and  
he will be kept out of Nevada, ex-  
cept for that desert corner. He will  
have traveled many miles further and  
through much worse climatical con-  
ditions than had he proceeded into  
Nevada before turning south, assum-  
ing Los Angeles was his destination.  
If he also wants to reach San Fran-  
cisco he must add about 500 miles  
more. Though the Lincoln Highway  
offers a shorter route across that de-  
sert which extends from Canada to  
Mexico, Utah says she will not per-  
mit any western outlet other than to  
northern Nevada. Fine, from Utah's  
viewpoint; but what happens to Ne-  
vada and California? Nevada, ex-  
cept for that little oasis of Las  
Vegas, forever cuts herself off from  
southern California travel. Her  
main central highway, that needed  
by most of her people, the one which  
now carries her heaviest motor traf-  
fic and which most nearly correlates  
all her state highways, is relegated  
to "secondary" importance. Why?  
That Utah may benefit.

Why is Nevada the Goat?

Nevada recognizes this, yet seems  
too spineless to protest. The first  
main highway Nevada recognized as  
part of a transcontinental system,  
and which has never been exceeded  
in use by any other than the Mid-  
land Trail, is that stretching  
from Ely to Tonopah. Under the  
new program this stretch is not  
recognized at all; thus Nevada acknowl-  
edges that route will pass into "in-  
nocuous desuetude."

And what will happen to that part  
of California lying north of the  
Tehachapi? It will get such travel as  
Utah is unable to persuade to spend  
a few weeks in her borders and  
then go to southern California. How  
many of these will Los Angeles feel  
"obliged to advise" to go to the  
northern part of that wonderful  
state? How much more advantage-  
ous to all the people, to those who  
must depend on advice, to those who  
must build the roads in these west-  
ern states where paucity of popula-  
tion does not allow of the multiplicity  
of roads that can be built in the  
east, is the policy which determined  
the route of the Lincoln Highway?

That organization has steadfastly re-  
fused to consider any routing which  
did not have as its objective the  
shortest and most direct road to San  
Francisco. Once in central Califor-  
nia magnificent highways will take  
him to any part of that state and he  
has reached it with the least mileage  
and under the best possible climatic  
conditions.

The business men of Salt Lake  
City are practically a unit in de-  
manding that the states to the west  
of Utah sacrifice everything to Utah's  
selfish interest; it is not the wish of  
Tooele county, in which both routes  
are situated. Will you stand for this?  
By what right can Salt Lake City  
force through a few miles of road  
in an uninhabited desert, serving no  
one, and thus wipe out the interests  
of two states?

If you believe a federal system of  
highways is going to develop this  
nation and Salt Lake's assumed dic-  
tatorship doesn't suit you, don't sit  
supinely until the final determina-  
tion is made and then find fault; it  
won't do you any good then. If you  
have any criticism to make, do it

now or forever hold your peace. Tell  
it to your governor; tell it to your  
state highway commission; tell it to  
your representatives in Washington,  
and tell them why this selection is  
wrong.

No final determination has been  
made.

The bureau of roads has promised  
it will examine both routes and de-  
cide this question on its merits. Be  
sure they get your viewpoint, and  
tell it loudly enough so they will  
hear you. The bureau wants to be  
fair; it wants to serve the most peo-  
ple at the least cost. But it must  
have information on which to base  
its decision.

Call Mrs. Sylvia Grochong, phone  
06, when you need music for  
dances or parties. The Grochong  
orchestra is composed of real mu-  
sical artists. SA-11

The Bonanza has the most com-  
plete job printing plant in Nevada,  
no city or town excepted. Bring  
your orders here and be assured of  
satisfaction.

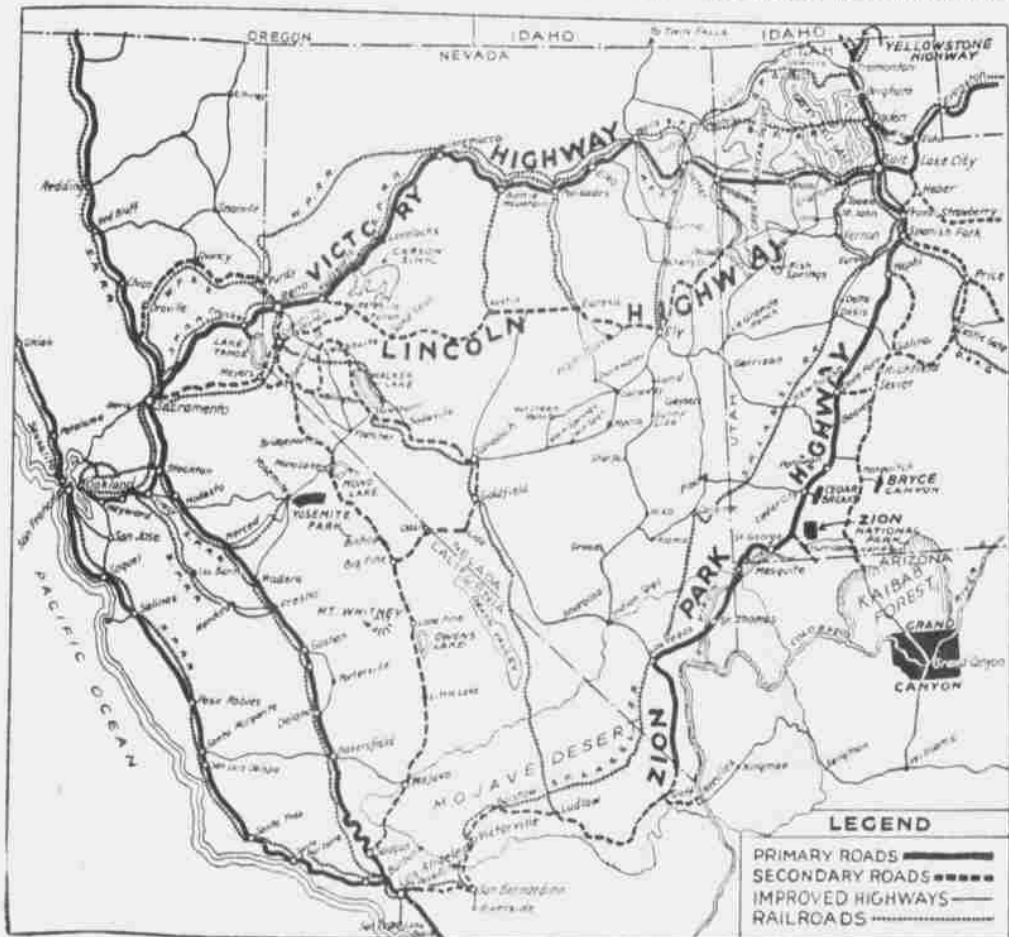
ANNUAL STATEMENT	
of the MACNAMARA MINING & MIL- LING CO. for the year ending Decem- ber 31, 1921.	
<b>Receipts</b>	
Cash on hand Jan. 1, 1921	\$ 28,627.44
Cash received from all sour- ces	474,822.87
<b>Total</b>	<b>\$503,450.31</b>
<b>Disbursements</b>	
Mine, mill and general ex- penses	\$442,914.99
Less vouchers payable and accrued payroll	14,450.42
<b>Total</b>	<b>\$428,464.57</b>
Cash on hand Dec. 31, 1921	\$42,985.74
<b>Total</b>	<b>\$471,450.31</b>
MacNamara Mining & Milling Co. EMERY W. ELLIOT, Secretary	

## BANK BUFFET

W. J. DRYSDALE, Prop.

One of the Classiest Resorts in  
the State. A full line of Soft  
Drinks and Cigars.

Brougher Ave. Tonopah



## IMPORTANT NOTICE

To Secretaries of Corporations Doing Business in  
Nevada But Incorporated in Other States

OUR CHARGE \$9.00

SECTION 1.—All foreign corporations doing business in the State of Nevada shall, not  
later than the month of March in each year, beginning in the year 1914, publish a state-  
ment of their last year's business in some newspaper published in the State of Nevada.  
If published in a daily newspaper, such statement shall be published for a period of one  
week; or if published in a semi-weekly or tri-weekly newspaper, for a period of two  
weeks; or if published in a weekly newspaper for a period of four weeks.

SECTION 2.—The secretary of the company publishing the statement shall file a copy with  
the assessor of each county of the State of Nevada, in which said company is doing  
business.

SECTION 4.—Any district attorney in the state is competent to sue to recover the penalty, or  
the attorney general. The first county suing through its district attorney shall secure  
the penalty, and if no suit is brought for the penalty by any district the State shall  
have the right to recover through its attorney-general.

The TONOPAH DAILY BONANZA will make publication required by law, which includes  
the filing of a sworn affidavit of publication with the assessor of each of the counties of the  
State, within which the company is doing business; an affidavit of publication will also be  
furnished secretaries.

ANNUAL STATEMENT	
of the _____	Company for the
year ending December 31, 1921.	
Location of mine _____	Mining District
County of _____	State of Nevada
DEBIT	
December 31, 1920, to cash on hand _____	\$ _____
To assessments collected during 1921 _____	\$ _____
To amounts received from other sources _____	\$ _____
CREDITS	
Mine expenses in year 1921 _____	\$ _____
General expenses in year 1921 _____	\$ _____
Paid dividends in year 1921 _____	\$ _____
Balance on hand December 31, 1921 _____	\$ _____
Secretary	
Address _____	
Address _____	

## TONOPAH DAILY BONANZA



# YOU!

should investigate The Bonanza's new AUTOCASER ADVERTISING  
SERVICE.

We receive tri-weekly service and are prepared to furnish cuts showing  
the latest creations in wearing apparel for men, women and children;  
also catchy service touching upon autos, and all other lines of business.

### CASTING SERVICE IS FREE

We make no charge for this Casting Service. The cuts are furnished  
free to our advertisers.

Call at this office or phone the advertising department, and you will  
gladly be shown samples.

### SERVICE IS UNEQUALLED

AUTOCASER SERVICE is in a class by itself. The Bonanza has installed  
the latest AUTOCASER, and prompt service is assured.

LET US HELP YOU INCREASE YOUR BUSINESS



This illustration of the  
New Queen Broom Holder  
will give you an idea of how  
handy and simple it really  
is—No home is complete  
without this practical, con-  
venient device. We have  
one for your home and  
want you to call and re-  
ceive this useful household  
necessity with our compli-  
ments.

Sincerely,  
Tonopah Hardware Co.  
Kindly bring this card.